4:Grajdanzev--118 [2] S-4 (no date) 1942 Formosans
116, 171, 496, 497

"Some Railroad Statistics of Taiwan and Japan for 1937

	Taiwan	Japan proper
Length of railroads (km.)	1,550	26,797
Same per 100 sq. km. (km.)	4.3	7.0
Passengers carried (1,000)	27,488	1,739,688
Trips per capita	4.9	24.1
Freight carried (1,000 tons)	8,187	130,813
Freight, per capita (tons)	1.5	1.8
Receipts from passengers (million yen)	11.2	391.1
Average cost per trip (yen)	0.41	0.22
Receipts from freight (million yen)	18.5	306.4
Average cost per ton (yen)	2.26	2.34"

4:Grajdanzev--119 [2] S-4 (no date) 1942 Formosans
116, 171, 497, 511, 563, 177.49 Japan
636.49

"From the table given above [see table on page 118 under category 116--analyst] we see that a Japanese makes almost five times as many trips a year as does a Taiwanese --whereas the movement of the freight appears relatively as large as in Japan. The movement of passengers reflects the conditions of life of the natives while the movement of freight in Taiwan is the movement of Japanese freight to and from ports--coal, sugar, rive, fertilizer, lumber, and sugar cane (1) (in the order of freight carried)--

> 1. Sugar cane is in sixth place because the bulk of its [sic] transported on special railroads.

which, as will be shown later in more detail, serve chiefly the Japanese economic machine. The statistics of revenue show that the average cost per ton of freight in Taiwan is less than in Japan (¥2.26 as compared with ¥2.34). It may be said that this is quite reasonable because in Taiwan average distance over which the freight is moved is less. On the other hand, the average passenger cost per trip in Taiwan is twice as high. In spite of the smaller scale of operation, the railways of Taiwan bring a net return of eight to nine per cent as compared with six per cent in Japan (1937)."

4:Grajdanzev--119-120 S-4 (no date) 1942 Formosans
116, 463, 497

"Besides these railroads there are in Taiwan special roads for transporting sugar cane from the fields to the mills, the total [120] length of which in 1938 was 2,098 km. There is also a unique system of communication on the island, 'light railways', or very narrow tracks of light rails on which run 'push-cars' propelled from behind by Chinese coolies. They are used for both passengers and freight, but their importance is declining: even at Taiwanese wages a coolie cannot compete successfully with a locomotive.

Taiwan's 'Light Railways'

	1929	1938
Length of roads (km.)	1,022	806
Cars	5,645	3,545
Passengers carried (1,000)	5,251	2,002
Goods (1,000 tons)	803	503
Total receipts (1,000 yen)	2,419	1,153 "

45:Stanford U. S-4,5 1956 ADl Formosa ADl

There are only two important natural harbors, Keelung and Kaohsiung. Almost all foreign shipping passes through these two ports. Coastal shipping is carried on largely through ports of secondary importance such as Hualien, Suao, Makung, Tanshui, Anping, Lukang, Tungkang, Taitung, and Hsinkang. These harbors with the exception of Hualien, are only capable of accomodating small vessels and fishing boats.

Domestic air transport is in its infancy. International air lines connect with the United States, Japan, Korea, Hong Kong, the Philippines, and Thailand.

II. RAILWAY TRANSPORT

The Formosa railway constitutes the foundation of the island's transportation system. However, its position is in process of being challenged by increasing activity in highway transportation. The government-owned Taiwan Railway Administration (TRA) operates an extensive network of lines called the Western System and the single-tracked line which forms the Eastern System. Taiwan Sugar Corporation also operates railroad lines totaling 1,543 miles (2,649 kilometers). The 30" tracks of the sugar corporation extend over sugar-producing areas for the purpose of transporting sugar cane, supplies, and fertilizers.[1] In addition, this system offers passenger service. The Taiwan Forestry Administration owns, besides a number of small narrow gauge railways, three lines of 30"gauge, used for the transporation of lumber and a few passengers; these lines connect Chiayi with the

1. Foreign Operation Adm., Mission to China, Taiwan Economic Data Book, Part II, Vol. III, 1955, Taipei.

497 with the A-li-shan (阿里山) forestry area, link Fengyuan to Pahsien-shan forestry area, and unite Tuchang (土場) with Lotung westward for lumber from Mount T'ai-p'ing (太平). There are many other companies and various coal mines that operate short sections of narrow gauge railways.

496 The TRA is the largest and the sole publicly owned carrier on the island. Its western system comprises a network of main and branch lines of 42" gauge tracks approximately 472 miles (760) kilometers) long. The main line links Keelung with Kaohsiung while connecting major cities of Taipei, Hsinchu, Taichung, Chiayi, Tainan, and Pingtung. This line has four tracks between Keelung and Patu, double tracks between Patu and Chunan, between Minhsiung and Chiayi, and between Hsinshih and Fengshan, and single tracks for the rest. It forms a loop between Chunan and Changhua with one track along the coast and the other through the mountains. The Eastern System, of 30" gauge single track, connects Hualien and Taitung over a distance of 110 miles (176 kilometers).[2]

497 Traffic (both freight and passenger movements) has been on the increase in recent years due to the increase in population and the expansion of industrial activities. Railroad facilities are taxed to their limit in spite of the fact that new rolling stock has been added, some branch lines have been extended, and operational efficiency has been increased. In 1955, the number of passengers carried by TRA alone

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2. Ibid.

49 reached over 74 million; approximately 66.8 million passengers were carried by the same company in 1954. In terms of the average mileage covered by those passengers in 1955, the traffic was 2,272.9 million passenger-kilometers. Commuters account for an important portion of the total - 43 per cent. The remainder are ordinary passengers (46 per cent) and special passengers (i.e., military troops -- 11 per cent). Of the commuters, over 80 per cent are students, reported by TRA to be about 50,000,[3] who attend school in the cities and return to their village homes each day. There is, in consequence, a congestion problem in morning-evening rush hours, whereas some carriers are nearly empty during the slack hours of the day. Commutation tickets are sold at a considerable discount in order to help students who otherwise might not be able to attend distant schools.[4] In 1955, a total of 10 million metric tons of freight was carried; in terms of average distance covered, 157.3 million ton-kilometers. Movement of coal accounted for 12 per cent of the tonnage carried. Rice and sugar, respectively accounted for 6.7 per cent and 6.2 per cent. Other major freight hauled included fertilizer, cement, road building materials, lumber, and salt; military freight was 21.4 per cent of the total. It is reported that an average of 2,000 tons of freight are carried

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3. Ibid.

4. The Central Daily News, Jan. 5, 1956.

497 daily. There is an increasing need for additional freight cars.[5]

The erosive soil of Formosa, frequent typhoons and floods cause damage to roadbeds, bridges, and tunnels. This is especially true for the Eastern System of the TRA; services are frequently discontinued temporarily because of the damage done the lines by floods and earthquakes.

493 The TRA seeks the modernization of equipment as well as the rehabilitation and renovation of the equipment on hand. A drive to change motive power from steam locomotives to diesel engines is underway. Diesel cars are now operating on regular runs to the four major cities on the main line, namely, Taipei, Taichung, Changhua, and Chiayi. It has been reported that two diesel cars were to begin a regular express run between Taipei and Kaohsiung in early 1956 and are expected to make the run in 5-1/2 hours.[6] The administration plans to convert all passenger trains with diesel engines. Cushioned seats, at one time provided only in "first" and "second" class cars, are now replacing wooden seats in coaches. Manual signaling devices are being replaced by automatic block signals.

III. HIGHWAY TRANSPORT

491 The highways along the west coast of the island are well developed; those on the east coast are in

5. Ibid.
6. The Asia Foundation Bulletin, Nov. 17, 1955.

1:Gallin E-4,5 (1957-1958) 1966
AD5 Taiwan Hokkien AD5
Formosa AD1

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The Setting

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In any community study there is always the question of where to begin outlining the picture of village life; on what does one focus first? While the question is perhaps just as urgent during the actual fieldwork, in the field it is possible to observe and ask questions on many subjects at the same time and to move from one subject to another in the course of an interview. But in attempting to put the ethnography down on paper, the decision must be made where to begin.

I have chosen to begin this book as I began my fieldwork—with a general picture of village life that will provide a context which can give meaning to particular aspects of village life. This picture will be followed in Chapters 3 and 4 by a description of the village livelihood, although it has perhaps been more common to begin Chinese ethnographies with a discussion of family and kinship (here Chapters 5 and 6). The importance of the economic sphere in Hsin Hsing is explicit in the very purposes of this book as noted in Chapter 1 and the conclusions of Chapter 9; its importance was implicit throughout the fieldwork as it will be throughout this book. We now turn then to the setting of the village so that specific topical chapters which follow will have some contextual meaning.

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Travel to Hsin Hsing village from the capital city, Taipei, is neither easy nor brief. The approximately one hundred and seventeen-mile trip to Chang-hua, the closest major city, must be made mostly by train via the seacoast or by the interior route through Taichung City. This takes about three hours by diesel express or six hours or more by a local train. It is generally possible to find a seat on the diesel express, but on the local trains one must almost always stand a good part of the way.

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Once out of Taipei the countryside is almost all rice paddies and farmland. Even in the mountain area between Taipei and Taichung, terraced rice paddies form a part of the green and lush vegetation typical of Taiwan. The train goes through a series of tunnels in these rugged mountains, and if one happens to be traveling with a Taiwanese companion, he will probably point out that these tunnels, like the railroad lines, were all built during the Japanese occupation.

1:Gallin E-4,5 (1957-1958) 1966
AD5 Taiwan Hokkien AD5
Formosa AD1

like the railroad lines, were all built during the Japanese occupation.

The mountain ranges serve as a kind of climatic divide. The area north of the mountains, which includes the Taipei region, is known for its long rainy season and cold raw winters. In the area south of the divide, and especially around Taichung and the interior mountain region, the weather tends to be milder, with far less rain and many days of bright sunshine.

On the trip south from Taipei to Chang-hua City the train crosses several large rivers which originate in the interior mountains and flow west to the Strait of Formosa. The rushing torrents of water during and immediately after the rainy season dwindle to a trickle during the dry season, meandering through wide, sandy, and rocky river beds.

At Chang-hua City the traveler must leave the train for a bus headed southwest to the old port city of Lukang. Although the buses leave every fifteen minutes during the day, they are invariably crowded with people and their bundles of produce, fish, a chicken or two, or even building materials.

The thirty-minute trip in an old wooden Japanese bus is made entirely on dirt roads. The ride may be dusty or wet according to the season, but it is always bumpy and noisy. In the dry season strangling dust pours into the bus from all sides. During the wet season, there is always a possibility that the passengers will have to leave the bus and wade while the bus creeps slowly along over the flooded roadbed. Many menthol-distilling factories, brickworks, and small rice mills line the way. The bus must cross many small irrigation canals and maneuver around oxcarts. As the bus moves further away from Chang-hua City and approaches the seacoast area of Lukang, a change in the agricultural landscape, resulting from differences in irrigation systems, becomes more and more noticeable. In those places where there is still no irrigation system, there are large areas of dry fields.

After a half-hour wait in Lukang, the traveler boards another, similar bus for the trip to the village, which lies about three miles inland or southeast of Lukang. The uncomfortable fifteen-minute ride ends when the bus comes to a halt in front of the Hsin Hsing village store.

The houses in the village are constructed of bamboo, mud or fired brick, and plaster. The foundations and structural uprights are usually brick; the walls are a latticework of bamboo strips, filled in with plaster which is a mixture of mud and cow dung. The plaster filling is usually whitewashed. Sometimes the main supports are not brick but heavy bamboo poles. Newer houses, and the older houses of the wealthy, generally have roofs of cement tile, while the oldest and poorest houses have thatched roofs. Houses made of mud bricks are always thatched.